Lastly, he requested that the river Pampa might be made navigable during the dry season by working the scheme submitted by Mr. John Kuriyan.

DEWAN'S REPLY: Mr. Mathai, I am turning first of all to what I take to be the most important, namely, the bridge at Kaipattur across the Achankoil river. I am asking the Chief Engineer to prepare an estimate and submit it to the Government as soon as possible. Then I will see whether the Government can afford the money during the approaching year.

2. As regards the culverts on the Mannarkulanji-Kozhencheri road, and Omallur-Pariyaram road, work will be undertaken soon. So too, the repairs to and metalling of the Kaipattur-Kadakkad road and Mannarkulanji-Perumpuzhakkadavu road will be considered by the Chief Engineer directly.

3. All the other points too of your representation will receive attention.

61. Difficulties of communication in Tiruvalla taluk, Group II.

MR. C. G. PARAMESVARAN PILLAI (*Member, Tiruvalla taluk, Group II*) said that, on the Chengannur-Kozhanchery road, a bridge was required at Aykad and another at Kozhipalam. People resorting to the various public offices at Chengannur, the children attending schools and people resorting to the Sastampuram cattle and vegetable markets were inconvenienced by the absence of bridges at these places. The repairs to the road leading to Kozhipalam should be completed.

The Chengannur-Mannar road, a ryots' road six miles long, should be further extended by three miles and a few culverts built at intervals to prevent the recurrence of breaches during flood time.

The culvert at Parayankuzhi between the 75th and 76th mile of the Main Central Road should be converted into a bridge so as to provide an increased waterway, and culverts should be built on either side to further facilitate drainage and prevent damage to the road.

The place called Kudavur at Attimudu forming a projection into the Pamba river should be cut down and the risk to navigation at that place reduced. No action had been taken in this matter which was brought to notice at the nineteenth session of the Assembly.

The survey of the Illimala *todu* near the Erapuzha bridge had been completed; but the encroachments had not yet been removed. The widening of this canal would not only form an indirect protection to the bridge but improve the cultivation of about three thousand *paras* of paddy fields.

DEWAN'S REPLY: Mr. Paramesvaran Pillai, as regards the construction of the bridges, the question was taken up for consideration, and the suggestion has been advanced that the present arrangements will meet the situation since the traffic is not very heavy. So, for the present, at any rate, I think you will have to be satisfied with a *junghar*. The other things will be considered at more leisure.

2. Of course, a great deal of damage has been caused to the Chengannur-Mannar road and the question of repairing such permanent damages has already been taken up.

3. As regards the conversion of the culvert at Parayankuzhi into a small bridge, it is reported that it is unnecessary.

4. You have raised a very interesting question in respect of the widening of the Pampa river at Attimudu. It is a very dangerous thing to interfere with Nature. The bends have been serving a very useful purpose. They act as moderators to the floods and hold up and prevent the floating trees, etc., from rushing headlong and doing damage to bridges. Therefore, I say, let us leave Nature alone and not be meddling with the curves and bends she has provided for the river.

5. In regard to the Illimala *todu*, an estimate has been called for already.

62. Communications, with special reference to Tiruvalla taluk.

MR. K. I. KOCHEEPPAN MAPPILLAI (*Member, Nominated*) observed that the progress of a country depended upon its means of communication and that

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